



Montgomery County Council

From the Office of Councilmember Blair Ewing

For Immediate Release

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EWING: ONE THOUSAND GLENMONT CITIZENS & SMALL BUSINESSPEOPLE CAN'T BE WRONG

Interchange Planned for Georgia and Randolph a Mistake

The resolution adopted in March, 2002 by the County Council endorsing a huge state interchange for cars at the Georgia Avenue and Randolph Road intersection would continue to cut up and divide the Glenmont community into several pieces separated by wide roads. It would also have very negative impacts on many businesses at the Glenmont Shopping Center and would divert large amounts of State funds into a project no one in the community wants.

That's why Councilmember Blair Ewing has joined with the nearly 1,000 persons living or doing business in the heart of the Glenmont residential and shopping areas who have signed petitions opposing the proposed interchange in urging the Council to reconsider its positive recommendation to the state of Maryland.

Michael McAteer, president of the Glenmont Citizens Association and the leader of the petition drive, has said that the Glenmont community does not want to encourage more cars to come through the community at high speeds. Instead he wants Glenmont to be more close-knit and to serve as a model of a transit - oriented community. He has said that the interchange would damage businesses. All but a handful of the business owners and operators at the Glenmont Shopping Center have signed the petitions opposing the interchange.

The community and the Council were given a choice of recommendations: to build an interchange or do nothing. But the community desire for another
(more...)

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alternative that was not before the Council reflects the community's demand for strong and active community participation in development of plans for: a) more and safer pedestrian and bicycle access to the Metro station, b) more buses and more bus routes, and 3) redoubled efforts to attract business to the Glenmont Shopping Center.

Councilmember Ewing, who voted against the plans to raise the issue again, using two separate but related approaches, he said. This summer, when the Council discusses transportation projects in depth, he would propose to the Council that it make this project the very lowest priority on its list. And he said he would introduce a proposal to change the master plan that includes this interchange.

"The people don't want this interchange, and they believe they have not been heard. They want to build their community to serve people, not cars. I want to help them do that," Ewing said.

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